

Parish: Crakehall

Ward: Bedale

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Committee Date: 26 May 2016

Officer dealing: Mrs H M Laws

Target Date: 3 June 2016

15/01668/FUL

**Alterations to store and garage to provide extra garage facility and conversion of barn to a dwellinghouse
at Village Farm, The Green, Crakehall
for Mr R Walker**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 Village Farm is a traditional stone built, double fronted, two-storey farmhouse which is a grade II listed building. The dwelling lies on the western side of the village green within the Crakehall Conservation Area.
- 1.2 A detached stone and pantile building lies to the rear of the dwelling beyond the end of the garden. The building is at two heights, historically forming a granary and stable block. The building is currently used for stabling and associated storage. A smaller detached stone building, currently used for domestic storage and garaging, lies adjacent to the driveway between the house and the granary/stable, forming the side boundary to the garden.
- 1.3 Access to the house and associated buildings is from the village green through a gated driveway at the side of the house adjacent to the neighbouring property at Greengarth.
- 1.4 It is proposed to convert the granary/stable block into an independent dwelling unit. The accommodation would include kitchen/dining/living room and a ground floor bedroom with ensuite. A first floor would be provided within the granary building to accommodate two bedrooms and a bathroom. A stable and store would be retained at ground floor.
- 1.5 The proposed external alterations to the granary/stable include the re-use of all the existing openings; the creation of four new first floor openings, four conservation rooflights in the north elevation and three slit windows in the south elevation.
- 1.6 It is also proposed to alter the existing detached store; this would then provide a garage and a store for the existing and proposed dwellings. The external alterations include the creation of a garage door opening in the west elevation and a replacement garage door in the east elevation.
- 1.7 Access to the proposed dwelling would be via the existing driveway from the village green. The driveway would therefore be shared with the existing dwelling for a short stretch; the existing rear garden would be divided to provide amenity space for both properties.
- 1.8 Documents submitted include a design and access statement, planning policy statement, structural survey, bat survey and preliminary assessment of land contamination.

2.0 PLANNING & ENFORCEMENT HISTORY

- 2.1 09/01648/FUL - Alterations to part of existing dwelling to form a holiday cottage; Granted 20 August 2009. This development has not been implemented and has lapsed.

3.0 RELEVANT PLANNING POLICIES

- 3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development
Core Strategy Policy CP2 - Access
Core Strategy Policy CP4 - Settlement hierarchy
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets
Core Strategy Policy CP17 - Promoting high quality design
Development Policies DP1 - Protecting amenity
Development Policies DP4 - Access for all
Development Policies DP9 - Development outside Development Limits
Development Policies DP28 - Conservation
Development Policies DP32 - General design
Interim Guidance Note - adopted by Council on 7th April 2015
National Planning Policy Framework - published 27 March 2012

4.0 CONSULTATIONS

- 4.1 Parish Council - no comments received.
- 4.2 Highway Authority - no objections subject to conditions.
- 4.3 Yorkshire Water - no comments.
- 4.4 Environmental Health Officer - this service has considered the existing environment, potential impact on amenity and likelihood of the development to cause a nuisance and consider that there will be no negative impact. Therefore the Environmental Health Service has no objections.
- 4.5 Senior Scientific Officer (contaminated land) - no objections.
- 4.6 Public comment - an objection has been received from the neighbouring property to the north (Grey Riggs), whose comments are summarised as follows:
- Permission has been granted at another neighbouring site for a holiday cottage, which we opposed due to loss of amenity and privacy. The current application is yet further encroachment into our privacy as the barn is very close to our land;
 - The peace and tranquillity is now in real danger of being eroded on two sides;
 - There is very limited vehicular access in front of Grey Riggs and Village Farm and the inevitable addition of cars and other vehicles will exacerbate the problems already being encountered;
 - The site is close to the village pub and the school and at peak times there is very many vehicles affecting all the properties in the immediate surrounding area; and
 - The houses overlooking the Green enjoy a superb outlook and the building of additional dwellings with access to the Green would be greatly detrimental to the attractive outlook.
- 4.7 A comment has been received from residents to the north (Hill Top Cottage) and is summarised as follows:
- The building have their north face directly onto our paddock; no concerns or observations regarding the proposed rooflights but would ask that a restriction is

added that no openings be allowed in the north facing walls. This will preserve the historic look of the buildings and preserve the existing privacy of our paddock.

5.0 OBSERVATIONS

- 5.1 The issues to be considered include (i) the principle of creating a new dwelling in this location; (ii) the effect of the alterations on the character and appearance of the existing building and surrounding Conservation Area and on ecology; (iii) the impact on neighbour amenity; and (iv) highway matters.

Principle

- 5.2 The position of the granary/stable building lies outside the Development Limits boundary of Crakehall as defined in the Local Development Framework. The domestic store and access lie within the Limits. Crakehall is defined in Policy CP4 of the Core Strategy as a Service Village with existing facilities including a primary school, a pub and a petrol filling station, which add to the sustainability of the village. The Interim Planning Guidance (IPG) also defines Crakehall as a Service Village and therefore a sustainable location in its own right. It is considered that an additional dwelling would help to support local services in the village and therefore satisfies criterion 1 of the IPG.

Character and appearance

- 5.3 It is important to consider the likely impact of the proposed development with particular regard to criteria 2, 3 and 4 of the IPG. In this case the site is not rural in character as it relates well to the existing domestic curtilage of Village Farm. The site is adjacent to the open countryside, which lies beyond the site to the west. The following detailed advice within the IPG is considered to be relevant:

"Proposals will be assessed for their impact on the form and character of a settlement. Consideration should be given to the built form of a settlement, its historical evolution and its logical future growth and how the proposal relates to this."

"Any detrimental impact on the character, appearance and environmental quality of the surrounding area should be avoided and development should not compromise the open and rural character of the countryside."

The proposed dwelling would be created by converting buildings on land that is currently used for domestic purposes and which lies adjacent to residential uses. The site therefore has more in common with the village than the rural landscape beyond and as such it is considered that the development proposed, and the limited loss of openness, would not detract from the character of the countryside.

- 5.4 This part of Crakehall is characterised by linear, frontage development; the proposed development would be a form of backland development. However, the dwelling would occupy a building that is already part of the village in character. An existing access serves the site and is not therefore a contrived form of development that would alter the character of the village. The built form of Crakehall already extends further into the countryside than the application site and as such it is considered that the development proposed, being sited between existing built development and for the re-use of existing buildings, would appropriately respect the general built form of the village.
- 5.5 A structural survey has been received that concludes that the buildings are in good condition, have been well maintained and are capable of being re-used without significant repair and alteration. The proposed alterations to the buildings are minor

and would not affect their overall character and appearance. The original rural appearance would be retained and the proposed development would not detract from the site or surrounding locality.

- 5.6 It is recommended that a condition be imposed restricting the insertion of new openings in the north elevation of the building, which lies on the boundary with adjacent paddock. The character and appearance of the existing unbroken stone wall of the building would potentially be adversely affected by such alterations and the Local Planning Authority would wish to retain control.
- 5.7 The dwelling at Village Farm is a grade II listed building; Section 66 of the Act requires the Local Planning Authority to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of that area. The proposed alterations to the buildings are minor and do not detract from the original character of the buildings. It is not therefore anticipated that the setting of the existing listed building would be adversely affected.
- 5.8 The submitted bat survey confirms evidence of bats in the building but not of bat roosts although there is some potential for roosts. Evidence of birds' nests was found but not of barn owls. Mitigation measures are proposed and a condition is recommended to ensure these are undertaken.

Neighbour amenity

- 5.9 The granary/stable building lies on the boundary with the paddock to the north and would overlook a paddock/garden area to the south. The proposed dwelling lies at a distance of almost 30m from the rear elevation of Grey Riggs although the existing garden lies immediately adjacent to the rear garden of the neighbouring dwelling. The existing garden would be divided to provide amenity space for the retained Village Farm and for the proposed house; thereby resulting in an intensification of use. The dwellings lie within the village setting and therefore the use of a garden for an additional household would not significantly increase the potential for disturbance to residents.

Highways

- 5.10 The existing access and driveway serving Village Farm and the application site lie between the existing dwelling and its neighbour at Greengarth. The driveway is single width, and provides access from the site onto the narrow roadways serving other properties at this side of the village green. The proposed development would result in the access being used for two dwellings rather than just one. It is important to note that the site was originally a farm and, although there is access to the fields to the west with an alternative farm track access onto Station Road, farm vehicles would have used this route. The access is also used in connection with the equestrian use of the buildings, albeit associated with the domestic use of the property. Planning permission was granted in 2009 to use part of the existing dwelling as a holiday cottage (not implemented and now lapsed), which would have generated additional traffic, similar to that generated by the proposed dwelling. The Highway Authority has no objections to the use of the access and therefore it is considered to be acceptable.
- 5.11 The Highway Authority has no objection to the proposed conversion to form an additional dwelling unit. Adequate parking and turning can be provided within each of the proposed curtilages, whilst retaining sufficient amenity space for dwellings of this scale.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations the application is **GRANTED** planning permission subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. Prior to the development commencing, details of the materials for the doors and window frames, together with details of the glazing bars, opening movement of all windows shall be submitted to and approved in writing by the Local Planning Authority. Following such written approval, all installed doors and windows shall conform to that approved specification.
 3. All new, repaired or replaced areas of hard surfacing shall be formed using porous materials or provision shall be made to direct run-off water from the hard surface to an area that allows the water to drain away naturally within the curtilage of the property.
 4. Notwithstanding the provision of any Town and Country Planning General or Special Development Order for the time being in force relating to 'permitted development' no windows shall be constructed in the north elevation of the dwelling hereby permitted without the prior written consent of the Local Planning Authority.
 5. Mitigation measures as detailed within the Bat Survey Report produced by Quants Environmental Ltd, received by Hambleton District Council on 9 December 2015, shall be carried out in full.
 6. No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas: (a) have been constructed in accordance with the submitted drawing (Reference 03/644/01/Existing and Proposed Site Plans Site Location Plan); and (c) are available for use unless otherwise approved in writing by the Local Planning Authority. Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
 7. The garages hereby approved shall be used solely for the housing of motor vehicles and notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning General Development Order 1988, or subsequent amending Order, no subsequent alteration shall be undertaken.
 8. There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority agrees in writing to their withdrawal.
 9. Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for

the provision of: (a) on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway; and(b) on-site materials storage area capable of accommodating all materials required for the operation of the site. The approved areas shall be kept available for their intended use at all times that construction works are in operation.

10. The permission hereby granted shall not be undertaken other than in complete accordance with the drawings numbered 03/644 01A and 03/644 01 received by Hambleton District Council on 8 March 2016 unless otherwise approved in writing by the Local Planning Authority.

The reasons for the above conditions are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.
3. To reduce the volume and rate of surface water that drains to sewers and watercourses and thereby not worsen the potential for flooding in accordance with Hambleton LDF Policies CP21 and DP43.
4. To safeguard the appearance of the building in accordance with LDF Policies CP17 and DP32.
5. To minimise risk or disturbance to bats and their future use of the buildings in accordance with LDF Policies CP16 and DP31.
6. In accordance with LDF Policies CP2 and DP4 and to provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.
7. In accordance with LDF Policies CP2 and DP4 and to ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.
8. In accordance with LDF Policies CP2 and DP4 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
9. In accordance with LDF Policies CP2 and DP4 and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.
10. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policies.